This remarkable and hitherto unpublished document aving had to be proved in Doctors' Commona, London, we are enabled to lay it before our readers:—

This is my will:

In the name of the Father, and of the Son and of the Boly Ghost. In dying I commend my soul to God, and in the name of Jesus Christ I implore his infinite mercy, praying Him to receive me in the external abode, there to reunite me to those for whom I have mourned upon this earth. I leave my maternal blessing to my beloved sons, and pray the Lord to guide them through this life, to give them presperous days, and to grant them eternal folicity when they shall have nobly faililed their destimes here below. I bid them here a last adien, whilst thanking them for the happiness they have contributed to my existence. I entreat the Queen to accept the last expression of my respectful gretitude. I bid farewell to my mother, to whom I have ever fell sincero affection; to my mothers and sisters, for whom I have ever fell sincero affection; to my mother to whom I was excluded by a substitution of the midst of misfortune has inspired me with grateful attachment; and, finally. I bid farewell to France, which I have loved so much, and where the happest days of my life have glided away. I recommend my sons never to forget that the fear of God is the beginning of all wisdom, that it is a guide and beacon in prosperity, and a slay amadst misfortune; to remain ever faithful to the procepts of their childhood, and continue steadfast likewise to thor political faith. May they observe it both by their constancy in adversity and exile and by their firances and deveted parirotism when the course of events shall restore them to their country. May France, restored to har figuity and ilberty, may constitutional France restore them to defend her honer, berg grandeur, and her interests, and may she find once more in them the wission of their grandfather, and the chivalrous qualities of their father, and the clivalrous qualities of their father, and the clivalrous qualities of

comprised in the deed known in Engish as the indenture or deed of trustship, dated the 28th of July, 1849, are my personal property, save the giving an indennity to my children for the sums in which I might be indebted to them as guardian, in the exercise of the right which I reserved to myself by the said deed, and by an additional one in continuation thereof, dated in the year 1853 (both deposited with Mr. Coutts, of London), I declare hereby to revoke, abrogate and annul in the most complete and absolute manner, all and every the clauses, conditions and stipulations of the said deed, wishing and intending that such deed be considered as null and of no effect, and as though it never had existed, it being my wish and intention that the said property and securities shall revert freely, and without any burthen of transfer, substitution, or other charge, to my personal fortune; so that I may do with and dispose of the same as I may think fitting. I make this provision in case the aforesaid deed and its continuation should not have been revoked and annulied before my death, it being my express will that my property, the securities of which its composed, everything which might and legally should revert to me, and, indeed, all that I am at liberty to dispose of, shall be equally divided between my two children. With this intention I likewise divide between them, as equitably as possible, the following articles in my pessession, leaving, to wit, to the Count de Paris, my pearl necklace, in four rows, which he will, I trust, one day give to the Countess de Paris; the six diamond pendants with chain; the red alloun, containing the fine collection of water colors by Fench artists, which belonged to the Duke d'Orleans; all my furs, and Scheffer's picture of "The Holy Women." (Les Suintes Femmes.) To the Duke de Chartres, my set of pearls, composed of brocches, pins, eardrops, bracelets and a dadelm. This set came to me from his godinother, my annt Adelaiade. My ruby brace-te, bequeathed by the Queen of the Belgians; two

Chartres.

Besides the foregoing articles, I bequeath as souvenirs. Chartres.

Besides the foregoing articles, I bequeath as souvenirs to the Count de Paris, the large portrait of his father by lagres; the marble boat of his father by Tailet; the Large picture of 'The brat of Lates,' by harzate; the small picture of 'The brat father's harzer harzer; the small picture of the 'Col de Tenish,' by Philippoteaux; all his father's manuscripts, papers, letters, small intebooks, as well as his father's letters addressed to myself. I know that he will always look upon these papers as a precious treasure, and I believe that he will one day be enabled to use them with discrimination, so as to make known the character of him whom France has mourned without even being aware of all his merits. I leave him the portraits of my two mothers; the water color, by Winterhalter, representing the Queen with the children of the Duke do Porteans; the oil portrait of the Duke de Chartres, by Winterhalter, the fine ponished ordered by my sister-in-law, the Duchoss of Wartemberg, for the Duke do Orleans; two of the albums containing his father's drawings; the Psyche which was presented to me by the city of Paris on the occasion of my marriage, the capostrian statuette, in bronze, of his father upon a pedestal of black marble; the large pendide of Bregont, whick strick the hour of his birth, as well as the chimney ornaments belonging to it; the enameled box containing his father's watch and several other soavenirs; the case containing the seal and silver git knives, which laways use; one half the fine engravings of his father's watch and several other soavenirs; the case containing the seal and silver git knives, which laways use; one half the fine engravings of his father's watch and several other soavenirs; the case containing the seal and silver git knives, which the case containing the seal and silver gilt knives, which I always use; one half the fine engravings of his father's portrait, by Ingres; the small water color of the Duke d'Orieans on horseback, copied from H. Vernet, one of my four beautiful fines; my marriage fan, in the gree, which has been used also by the Queen; his coral, when all the Queen's children have likewase used; my bracceet, containing a pertrait of his father, intended for his wife; my carved praying desk, containing his father's mask, my papers, letters, small books of souvenirs, which I have left in England; his father's sword, which he wore on the day of his death, and the palm which was precent-ed to him by his division on his return from the fron tates.

I bequeath as souvenirs to the Duke de Chartres the equestrian portrait of the Duke d'Orieans by lie Breum; the small portrait of Me father, by lagres; the large picture of the "Cot de Tennah," by H. Vernet; the head, is marble, of his father, copied from the Manacleum of Triquetty, the water color of the Queen by Winterhalter, my portrait, by Henriquel Duponit; the furniture of my desk (inketand, penholder and hioting book in silver gilt); the miniature of his podmother; my small watch, the carnet, in tortoise shell and gold, adorned with family portraits, one of my four beautiful painted fains; the bracelet, adorned with his portrait and that of his father, intended for the Duchess de Chartres; the water color of Eugene Lamy, representing the review of the Chasseurs d'Orieans at the Tuiteries, 1849; the large portrait of the Count de Paris when an infant, by Winterhalter; two of the albums, containing drawings of the Duke d'Orieans; the other half of the engravinge of the Duke d'Orieans; the other half of the engravinge of the portrait of his tather, by lagres, the triumphal arch of Djimilab, by Dauzats, my Alexandre organ; my marriage corbeile; and an equestrian statuette, in bronze, of Dismilab, the power of the portrait of his tather, by lagres, the triumphal arch of Djimilab, by Dauzats, my Alexandre organ; my marriage corbeile; and an equestrian statuette, in bronze, of Dismilab, by Dauzats, my Alexandre organ; my marriage corbeile; and an equestrian statuette, in bronze, of Dismilab, by Dauzats, my Alexandre organ; my marriage corbeile; and an equestrian statuette, in bronze, of Dismilab, by Dauzats, my Alexandre organ; my marriage corbeile; and an equestrian statuette, in bronze, of Dismilab, by Dauzats, my Alexandre organ; my marriage corbeile; and an equestrian statuette, in bronze, of Dismilab, by Dauzats, my Alexandre organ; my marriage corbeile; and an equestrian statuette, in bronze, books, furniture, and sundry milie.

1 desire my sons to fulfil, as far as may lie in their There my sons to fulfil, as far as may he in their power, the wishes that I shall hereafter express, and such as I may embacquently express in codonis. I entreat them to contains to M. de Boismion, the faithful friend of their father, of themselves and me, as well as to M. Asseline, who for so many years has shown us such deep attachment, the annual sum of 4,000fr. each; to Masame de Boutems, my former governors, the annual sum of 1,000fr.; to M. Kennecke, my tutor, the annual sum of 1,000fr.; to Madame Gassier the annual sum of 1,000fr.; to Madame Gassier femme de chambre, the annual sum of 1,000fr.; and to Modet and Except, the two relies de chambre of the Picke d'Orleans, the annual sums of 1,000fr. to the former, and 1,000fr. to the latter. Having at heart the prosperity of our house, it is my will that, in case, through improbable, but possible misfortunes, namely, that my two senseshouth, by dying before me, without leaving direct here, render me the proprietress of a portion of their pre-

all such as may have obsorded or afflicted me, and with a entreuty to all those I may in my surn have offorded o pained not to reism the memory thereof. My last word are for my beloved accessage prayer and a blessing.

BELENE, LACHESSE D'ORLEANS.

EMERACH, Jun. 1, 1805.

Privations of Working Girls in Winter.

Privations of Working Girls in Winter.
To THE EDITOR OF THE HERALD.
It will not be difficult for those who sympathies wit authering to recall the crust privations endured by nombers of young girls during the last terrible water. Without revering to these, I am induced to ask that semething be done for this helpicas class ere another such season overtakes them. Action now will render unaccessary painful letters to newspapers, and periodical amouncements of anavailing theories, well conceived but impracticable. If there be any who really wish to help these powering its to whom the return of winder is a thought ful of terror, they have now a girdien opportunity of displaying their microst, fe there any help for the young and interesting class of fermios? Are there any means of making them happer, waser or better? Let the philanthropoint ask themselves these questions. If there be making them be pentied out, and at somehody work for them. If there be not, let the privations the temptations and the starvation of the lumbic designers of the workshop sink into showe forever. They want action, 2018 ympathy. inte sience forever. They want action, cot sympetay.

Our Illinois Correspondence.

SPRINGFIELD, Iti., Sept. 19, 1858 The Approaching Election in Illinois-Prospects of the Candidates-Judge Breese the Popular Nominee, &c.

The approaching election in Illinois is exciting a great

deal of interest, and the claims and prospects of the rival candidates are carnestly discussed. Judge Breese, who, you are aware, is the democratic candidate for the United States Senate against Douglas, is certain of success, and will be put in by a large majority. All the talk in Forney's paper about the unfriendly feelings which existed between Judge Breese and the President when they were both in the Senate is all nonsense. They were always devoted friends, and as a proof of this fact, the Judge named his son after Mr. Buchanan.

both in the Senate is all nonsense. They were always devoted friends, and as a proof of this fact, the Judge named his son after Mr. Buchanan.

Judge Brosse is in favor of Southern rights, and has all his life time been against the Wilmot provise or any abridgment of Southern rights. He is a true democrat in every sense of the word, and a State's rights man in the strictest sense of the word. The contest in this State is not between Dooglas and the abolitionist Lincoln, but between Judge Brosse, a national democrat, and the field. He served one term with distinguished honor in the United States Senate, whither he will certainly return, and thence be sent to the White House. There is no other man upon whom Northern and Southern democrats can so cordially unite. The journals of the Senate will show the part he took in the great questions of that day. He speech on the Texas treaty was pronounced by Mr. Cathoun "the ablest made on that question." His speeches on the Three Milion and Ten Regiment bills prove him to be a statesman of ne common order. His vote is recorded against extending the Compromise bill, 36 30 to the Pacific, while his vote in favor of the reduction of the tariff to the revenue standard saved that bill. Of all our public men there is no one to whom the destinies of the Union can be more safely committed. He is now a Judge of the Supreme Court, elected by a large vote against all of Douglas' opposition, and enjoys in the highest degree the confidence of his friends and neighbors, and party, who, without agency of his own, have made him the standard bearer in the war now carried on by Forney, Douglas, Heiss and others against the able administration of Mr. Buchanan. A desperate effort will doubtless be made by the Douglas party to elect their candidate, but the people bare been thoroughly disgusted with his time-serving policy, and will give full expression to their feelings at the polits.

Obituary. DEATH OO JAMES ADGER.
At the St. Nicholas Hotel, in this city, on Friday, Sep

24, James Adors, of Charleston, S. C., in the eighty-firs

year of his age.

Mr. Adger was one of the most prominent members of the mercantile community in Charleston, where he res ded for the last sixty-five years. He was a native of Ire land, from which country he emigrated when about seventeen years old, and taking up his abode in Charleston teen years old, and taking up his abode in Charleston, gained a high reputation for his business taient, his integrity of character and his fine social qualities, which endeared him to a large circle of friende. By his attention to the duties of his protosion he soon acquired a large fortune, a liberal portion of which, it is said, he distributed among many benevolent institutions, of several of which he was an active momber. Mr. Adger leaves a large family, and lived to see his descendants to the third genetion. Among his relatives he was much beloved for his many virtues, and particularly for his kindness of heart and frank and ingenuous manuer. He retained the perfect use of his faculties to the hour of his death.

DEATH OF GOVERNOR BAGBY.

It is our painful office, says the Mobile Register of the 22d inst., to announce the death of the Hen. ARTHUR P. Bagny, who died in this city on yesterday of the prevailing fever, and in the sixtieth year of his age. Governor Bagny was a native of Virginia, but removed to Alabama at an early age, when under the inspiration of an ardent and emulous inture, he devoted his solid sense and brilliant talents to the active and practical exercise of the profession of law. He came to Alabama, if we are not mistaken, in ISIS, established a residence in Claiborne, and took at once an elevated position as a criminal practician and advocate, which soon conferred popular confidence, and enabled him to acquire a more extended reputation as a safe general counsellor and jurist. But it was not in the law only that his genius and ability commanded attention. In the course of a successful career in his personal pursuits, he was called upon to assume the station and distless of a legislator and statesman. He was returned as a member of the State Legislature from the county of Monroe; was afterwards elected Speaker of the House of Representatives of that body, and signalized his services not only by a rigidly equitable discharge of the duties of that office, but by the singular ability with which he maintained his ciovated views and statesmanlike positions. The reputation se honorably gained by these important services led to further and more distinguished consequences. He was afterwards elected Governor of Alabama, and filled that office with the approbation of his fellow-citizens as long as the constitution of the State permitted, when he was transferred to a wider field of political labor as a general counsellor of the entire republic, and as one of the immediate representatives of his adopted State in the Senate of the United States. To this honorable position he was twice commended, and while he yet served in that elevated station he was still further distinguished by being selected from the ranks of his competes to represent the dharity of the whole country at the Court of Russia. 22d inst., to announce the death of the Hon. ARTHUR P. BAGBY, who died in this city on yesterday of the prevailing ness of his life, his christian charities, his lefty tone, and his exalted manly nature, stamped him with a nobility of character that bespoke and commanded at once the re-spect and admiration of the world.

Preston S. Turley, who murdered his wife o her body by a rope and throwing her from a boat mit deep pool in Coal river, was executed on the 17th inst. a accordance with the sentence pronounced by Judg-ounners on the 28th of June last. The Republican give

last, in Kanawin commy, Va., by attaching a large some to her body by a rope and throwing her from a boat mic a deep pool in Coal river, was executed on the 17th inst., in accordance with the scatence pronounced by Judge Sommers on the 28th of June last. The Republican gives a full account of the event, from which it appears that great interest in the convict's sprintal welfare was manifested by the ministers and laymen of the several denominations in Charleston.

At an early hour on Priday morning, Sept. 24, Turley across—having apparently slept well-washed, shaved himself, and moved about as though he was naxious for his time to arrive. When his irons were taken off he bounded inhibity up stairs to bid farewell to his fellow prisoners. In the jail yard he took leave of his aged father and mother, and his three children. He was then placed in a carriage drawn by four borses. In the carriage were the ministers above mentioned, Jalon Kelly and James Mills, who has acted as guard at the jail for several months. The carriage was surrounded by a guard of forty-five nenocomposed of some of the most respectable citizens of the county, who were summoned for that purpose. Preceded by Sheriff Slack and Deputy J. H. Fry. Sen., on horseback, the procession started for that purpose. Preceded by Sheriff Slack and Deputy J. H. Fry. Sen., on horseback, the processor started for the place of execution. A bridge of beats had been placed across the river, and a stream of humin beings poured over it—the carriage and the guard passed over on the ferry boat.

The scatisid was creceded in the ravie known as "Ferry Branch," and within a few hundred feet of the public road. The situation of the ground was a kind of ampaintheatre, and one hundred thougand persons could have witnessed the assemblage, only broken by the south of the principle of the death had a country when his proposed and had addressed the assembled molitude for about a hour with a first less and country and country and country and country and country and country and c

was in eternity.

After hanging forty minutes the physicians proposes After naming forty manufest the physicalis proportions in the field. The body was taken down placed in a next cof in and delivered to be gereins, who took it to their received on Coal river. The fameral services and burnel the place can saturday, at ended by a large number of hacepearskinges and reliances. His age was therty-sec.

Before Jud to Davice.
THE WEST WASHINGTON'S EXAMIT DISCUSS.
I application was made in behalf of the receives to compel Schah M. Boga et to pay as her

FINANCIAL AND COMMERCIAL.

so many expected, as likewise without any marked or general improvement since the spasmodic movement a few days since. The report to-day from the commission brokers is that they are buying no stocks for their cus tomers, though there never was a time when money was more abundant or cheaper. No one seems to have contidence in any of the railway stocks, and no one, except the bulls and bears of Wall street, seems to want to have anything to do with them. After every brokers' flurry the Wall street operators stand still and look round to see if the public are coming in to buy stocks; when they find they are not, they wait awhile, leaving the market dull; then they all sell out, and the market fails three or four per cent. This is the history of the past few weeks, we are now at the dull period.

New York Central was the leading stock to-day. The transactions among the brokers at the first board were very large, many operators buying or selling on time and keeping the operation off the books. The stock opened at an eighth advance over yesterday's closing price; seve ral thousand chares were taken at the advance, which was then lost. In the middle of the day it was regained, and the highest rate of the morning prevailed; in the af ternoon the stock was weaker, and after the second board the price was 14 a 34 lower than at the opening. Eric leoked very weak to day. It opened at a decline of 1, from yesterday's price, and fell steadily another 1/2 per cent, being entirely left without support as without at tacks, from the bears. The decline is doubtless due to the rumors which are circulated respecting the probable repose that this gentleman proposes resigning, or that his colleagues desire to turn him out. has not been as felicitous as his emoluments are liberal; but who, as a general rule, in his place could have done better? Pacific Mail was quieter to-day; the transactions were limited, and the price, though 3/2 per cent below that current yesterday, was well sustained. Panama was inctive, with a decline of 36 a 35 per cent. Reading continues to be sustained by the wants of the bears; it declined 1/2 per cent to-day. Galena held its own this morning at the improvement, after the afternoon board it was ower. The Michigan stocks were all active to day. Central opened at a slight decline, but soon recovered it, and closed in the afternoon higher than it was yester-Southern common and preferred were without exchange. Rock Island sold freely this morning at yesterday's price; it lost ground, however, board. We notice a sale of Nicaragua Transit at 114, and we take this opportunity of inquiring, afresh, whether the stockholders are quiescent? The business in bank stocks was light. We note a sale of Bank of Commerce at 102%, an advance of 136 per cent over last quotation. There is no change to notice in railroad bonds. La Crosse land grants are 36 higher. The demand for good State stocks is active, and prices are a shade better. The following were the prices after the second board, as reported by Groesbeck & Hoyt:-New York Central, 81% a 81%; Eric, 15% a 15%; Reading, 47% a 47%; Michigan Central, 52 a 5214; Southern, 23 a 2314; Panama, 118 a 118%; Illinois, 79% a 80%; Galena, 84 a 84%; Teledo, 31 1/4 a 31 1/4; Rock Island, 65 a 65 1/4; Pacine Mail, 104 1/4 a

The exchanges at the Bank Clearing House this morning were \$18,252,656 64, and the balances \$1,257,618 98 There has been no change in Metropolitan certificates.

F	The follows	ng was	1110	pusin	iess c	w the	Sup-	Freatury	to
ı	day :							O THE PARTY OF	
	Total receipts							\$200,289	5
п	- Of which is	om cus	tom				SCHOOL	46,000	0
ŧ.	Tetal paymer	ut#	0000	160000				413,152	
ı	Total balance						1	1,100,613	8
1	The North	Elver	Ins	urano	e Co	mpan	y ha	s declared	i

semi-annual dividend of eight per cent, payable on the At the bank meeting held in Springfield on Thursday

the secretary read a list of forty banks which had either withdrawn or given notice that they should withdraw their special deposits from the Suffolk Bank, including four Rhode Island banks which have withdrawn from the Merchants', Providence. The Boston Post is authorized to state that the report that the Suffolk Bank intended to give notice to the banks of New England that it was about to discontinue the business of redesaption, is entirely un founded. No such notice has been given, and none is con

coal from the Lehigh and Schuylkill regions, for the past week and for the season, as compared with those of the corresponding period jast year:-

	[a)	high.	-Schuylleitt		
1859. Carrai Kailroad		Section. 025,753 559,317	Week. 48,750 36,991	Season. 895,576 1,216,432	
Total	.41,820	289,959	80,731	2,112,008	
Caral	. 8,900	689,274 340,762	26,808 21,609	929,469 1,447,529	
Total	39,481 1	,025,036	50,317	2,376,999	
Recapitulation Lehigh Canal Lehigh Railread Schuylkiii Canal Schuylkiii Railread.	. 545.76 929,46	4 625,1 2 559,1 9 895,1	33 Dec 317 Inc 36 Dec	13,500	
Total	3,412,63	4 3,597.0	58 Dec	314.976	

with the corresponding week of last year, on each line-603 tons on the Lehigh Canal, 1,235 tons on the Lehigh Valley Railroad, 17,432 on the Schuyikill Navigation, and 12,982 on the Reading Railroad. Still the coal business is very duil, and it only looks well when compared with this time last year, when we were in the height of the panic, and all business was nearly destroyed.

and all business was nearly destroyed.

The Philadelphia Ledger of to day has the following relating to the Long Island Railroad Company:—

There was a meeting of the stockholders of the Long Island Railroad Company at the Philadelphia Exchange, on Thursday, to consider the progriety of giving authority to the managers of the company to change the present route of travel from the Revokiya and Jamaica road, which is beid by the Long Island Railroad begins at Jamaica, and extended to Greenport, eighty four miles. The distance from Jamaica is Brookiya of Jamai Railroad begins at Jamaica, and extended to Greenport, eighty four miles. The distance from Jamaica to Brookiya is cloven miles. The distance from Jamaica to Brookiya is cloven miles. The citizens of Brookiya object to steam power on the present route, and propose, on conditions that the company will give up its case, which runs until 1880, to make the connection by way of the Flushing road. That stockholders might act advisedly, the officers of the company prepared and laid before them a full and satisfactory exhibit of the condition of the company in this respect, and the advantages for and against the pending proposition. The attendance of atechholders was quite full, but it was thought atvisable, before containg to any definite action on the subject, to make the call of the meeting a little more explicit, and with that view, we understand, adjourned for twe weeks, when the desired action of the stockholders will be had. As hearly all the stock of this company is heal in and about Philadelphia, a proposition was made as to the expediency of having the transfer office here. Should the managers acquiesce in the propriety of this request, a secretary will probably be elected to porma-

The contest at present pending in Massachusetts be tween the Suffolk Bank and the country banks, which have established an institution entitled the Bank of Mutest Redemption, in the city of Besten, is leading to some curious scenes. The following, which is from a Lowell paper, appears to be relied upon as true:-

curious scenes. The following, which scrown a Lowell paper, appears to be relied upon as true —

Scrouts Bask vs. Lowell Bask.

Since the Bah lost, the Sudok has retained the hills of the Lowell Bank, and although the specie was tendered on the 17th, the 20th and the 25th, the Sudok refused to secret a cond deliver the bulls. A little before twelved year erelay morning, two individuals walked up to to the counter of the Lowell Bank, one of whom drew a huge scaled package from the depths of a large black carpet bag, and throw may it down, and, "There are \$20,000 of your bills which I want the specie for." The casher saked, "To whom on these letts indeng?" The raphy was, "I want the specie for them." He impried once more if the bills were the private property of the person presenting them, but the only answers viae, "I want the specie." The casher then informed from that if that was all that could be east about the matter the static was all that could be east about the matter the supplication circumstance that so large on the one of the bills in his passession with some satisfactory explanation was made, since it was rather a supplication circumstance that so large on the one of the bills in his passession with some. The measurer, a little startled, at explication of the form of the twelve of the force four. Upon department, the casher hamestaciety telegraphed to Bester that a demand of \$30,000 had been made, and requested a brailer of the amount to be made at the sunfor little that. It is about an hour be received a despatch advantag lim that it had been done. About \$1/2 or clock one of the representatives of the Sadoks made he appearance. The casher informed him of the tender that had been made in Besten, and has under the law of the past and other limits the four of the received a despatch advantag lim that it had been done. About \$1/2 or clock one of the representatives of the Sadok made he appearance. The casher informed him of the tender that had been nadd in Besten, and has under the law of the past and th

The contest between the Sunoff, Pan's and the State

and prompt action in withdrawing from the Suffolk and joining the Bank of Mutual Redemption. They have nearly all agreed to this course—now they need to execute it, and together, and the battle will be over. The course banks could give no greater evidence of their inherent weakness than the hesitation they exhibit at carrying out the policy which, after months and years of consideration, they have determined to adopt in the establishment and use of the Bank of Mutual Redemption for their Boston agency.

agency.

The following gives a comparison of the week's aggre-

gates of the Philad	lelphia ban	ks, as comp	ared with las
week:-			
	Sept. 27.	Sept. 20.	
Loans	25,138,137	\$24,972,044	Dec. \$166,09
Specie	6,909,985	6,853,374	Dec., 56,61
Due fm others bks.	2,013,753	2.681,918	Inc. 68,16
Due to other banks	3,070,702	3,187,522	Dec., 166,02
Deposits	17,509,605	17.264.823	Inc., 211,78
Circulation	2,597,781	2,597,781	Dec. 6,23
The movements o	f the bank	s show a v	ery decided in

crease in the average deposits, and also a very consider rable falling off in the loans. The specie has fallen off a trifle, as has also the circulation.

| 102 | 310 MS&N Ind RR | 102 | 310 MS&N Ind RR | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 Nic a Transit Co. 1 | 14 | 50 | 100 | 100 Nic a Transit Co. 1 | 14 | 50 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 \$1000 Virginia 6's. 93\(\) 20\(\) ab SECOND BOARD.

\$1000 LC&Mil I g bds. 26\(\) 26\(\) 500 do. 800 47\(\) 47\(\) 10 she Gecan Bank. 93\(\) 25\(\) 500 do. 810 47\(\) 47\(\) 120 Pacilic M SS Co. 104\(\) 50 Mich Cen RR. 800 51\(\) 50 do. b15 104\(\) 40 Mich SeNnindrR. 23 100 Eric RR. 16 75 Panama RR. 118\(\) 40 do. 118\(\) 50 do. 15\(\) 40 do. 118\(\) 50 do. 15\(\) 50 do. 10\(\) 15\(\) 50 do. 10\(\) 13\(\) 50 do. 10\(\) 15\(\) 50 do. 50\(\) 15\(\) 50 do. 50\(\) 50 do. 50\(\) 50\(\) 50\(\) 50\(\) 60\(\) 50\(\) 50\(\) 50\(\) 50\(\) 50\(\) 60\(\) 81\(\) 100\(\) 60\(\) 60\(\) 50\(\) 50\(\) 60\(\) 81\(\) 100\(\) 60\(\) 60\(\) 60\(\) 50\(\) 50\(\) 60\(\) 81\(\) 100\(\) 60\(\) 60\(\) 60\(\) 81\(\) 100\(\) 60\(\) 60\(\) 60\(\) 60\(\) 81\(\) 100\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 81\(\) 100\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60\(\) 60

CITY COMMERCIAL REPORT

SATURDAY, October 2-2 P. M. FLOUR has again declined, some kinds being 10c. a 15c

per bbl. lower, with sales of 8,500 bbls. WHEAT.-Sales 15,000 bushels, including unsound Milwaukie at private bargain, and red and white Southern within yesterday's prices.

CORN.—Sales 28,500 bushels at 69c. a 73 14c. for mixed

Western.

Rvi.—Sales 2,000 bushels prime at 80c.

Posk.—The market was firmer. Sales 600 bbls. mess at \$16.90 a \$17, and prime at \$14.75 a \$15.

Whiskey is in demand at 23c. per gallon.

Corres has not advanced much.

MARITIME INTELLIGENCE.

DE All parkinges and letters intended for the NEW YORK HERALD should be wated.

Port of New York, October 2, 1856. CLEARED.
Steamship Empire City, Griffin, Havana and New Orlean
M O Roberts.

M O Koberts.

Fixamship Locust Point, French, Savannah—H B Cromwell

2 Co.

Steamship Jamestown, Parrish, Norfolk, Ac—H Ludlam.

Steamship Patapsco, Layfield, Baltimere—H B Cromwell &

o.
Steamship Potomae, Baker, Baltimore—H B Cromwell & Co.
Ship ismpress, Lecraw, Shanghae—Harbeck & Co.
Ship Golden Hora, Cor. Melbourne—R W Cameron,
Ship Arabia, Harding, Mobile—Nesmith & Sons.
Ship Charler Gick, Carver, Mohlie—Walsh, Carrer & Chase,
Berk Magnolla, Kissam, San Juan dei Sur—Wakeman, Dinon & Co. tark T B Bartram, Gray, Mobile—Sturges, Clearman & Co.

is Lovy Ann. Satrigan. — Go Gardina & Co. go Gardina (Port), Corregal, Oporto—L E Amalnek, g Black Hawk, Wass, Fernandina—Brett, Son & Co. 2 Scotland, Stront, Elizabethpa—Brett, Son & Co. 2 Scotland, Stront, Elizabethpa—Go, and market—Collins & Marsh. et H. Fathanider (Brit, Bell, Cock, and market—Collins & Marsh. et H. Fathanider, Br. J. Walson, S. P. Tilley (Br.), Willingsle, St. Johns, N.F.—Wilson & Braine, r.S. P. Tilley (Br.), Willingsle, St. Johns, N.F.—T. Nevine &

cots.
Schr Ada, Green, Walton—J S Whitney & Co.
Schr Moodbine, Taylor, Lavaca—McCready, Mott & Co.
Schr Woodbine, Taylor, Lavaca—McCready, Mott & Co.
Schr Margaret A Johnson, Lofield, Brazos—Shiers & Office
Schr Dia de la Torre, Tyler, Wilmington—D C Mitray,
Schr D M Ragiey, Regers, Carolina Chy—Post & Small,
Schr Brachfield, Darfing, Beaviort—W Baker,
Schr J B Myers, Cobb, Richmond—Ger Price,
Schr Gallege, Smith, Richmond—G H Pierson,
Schr Alice, Hawell, Norfolk—Starges, Clearman & Co.
Schr B D Pitts, Bellanman, Fredericksburg—Van Brunt
Jacobt.

Schr Flymouth Kock, Wilson, Boston—Payton & Sprague.

Seamer Kennebec. Hand, Philadelpha.

ARRIVED.

Steamship Potomac, Baker, Baitmore, 48 hours, with mise, to H B Cromwell & Co.

Bork Ariel, Cheeseman, Sierra Leone, WCA, Ang 29, with hides, & to E R Ware, coased to O. L. & A Ferris. Sept 2, lat 14 25, lon 25 30, signalized a light pointed Rr bark, with letters of the hides & to E R Ware, coased to O. L. & A Ferris. Sept 2, lat 14 25, lon 25 16, signalized a large American clapter ship with main saysalt, bound Ss-supposed ber to be the hedgeboure 16th, lat 20 25, lon 56, spoke brig. "J H Richbourn," of Frespect, from Bangor for Poto Rico, 22 days out. Had no trade winds, but a continuation of gaies and caims since leaving the Coast of Africa, of Bermuda experienced very heavy gales of whal and rain, and have been ten days NW of that island.

Bark Lucy Ring to Lubed, Thurlow, Sagua, Sept 20, with sugar, to Berett, Son & Co.

Brig Aditive Citc., Forta, Palermo, Aug 5, passed Gibraltar 21st, with wine and sumae, to Lawrence, Glies & Co.

Brig Robin of Cherrynicki, Wallace, Mayaguez, PR, Sept 8, with sugar, to Thompson & Hunter. Salied in company with solir Miranda, for New Haven. Sept 30, lat 350, lon 73 50, passed Hermen bark Maryland, steering ENE.

Brig Amonossuck, Clark, Pensaccia, Sept 6, with lumber, to Benner & Deake, Sept 19, lat 32 35, lon 75 46, while laying to in a beavy gale from NE, shipped several heavy sees, which carried over part of the deck lend. Had strong southerly gales for 12 days, between Clapes Florich and Hatter.s.

Brig Forrester (19, Banks, Hallfex, 8 days, with fish, to 3 Hunter & Co.

Schr Ocean Wave (19), Lockbart, Windsor, NS, 6 days, with planter, to mester.

Hunter & Co.

Sche Ocean Wave (Br), Lockbart, Windsor, NS, 6 days, plaster to mester.

Sche Ocean Wave (Br), Lockbart, Windsor, NS, 6 days, plaster to mester.

Sche W Phillips, Cadern, Huckwrile, 9 days.

Sche I Shoucade, Wine, Wilmington, NC, 5 days.

Sche I Shoucade, Wine, Wilmington, NC, 5 days.

Sche Howard, Lawrence, Newbern, 4 days.

Sche Howard, Lawrence, Newbern, 4 days.

Sche M C Parinabee, Gaskill, Washington, NC, 4 days.

Sche M C Parinabee, Gaskill, Washington, NC, 4 days.

Sche A Clarger, Kelsey, Alexandria, 4 days.

Sche A Clarger, Kelsey, Alexandria, 4 days.

Sche Charger, Kelsey, Alexandria, 4 days.

Sche Charger, Collins, Virginia, 2 days.

Sche S to John, Wight, Vurginia, 2 days.

Sche S to John, Wight, Vurginia, 2 days.

Sche John Totten, Dewaters, Virginia, 2 days.

Sche John Totten, Dewaters, Virginia, 2 days.

Sche Jack Charlopon, Virginia, 2 days.

Sche Jack Charlopon, Virginia, 2 days.

Sche Paulline, Soper, Virginia, 2 days.

Sche Jackshington, Hont, Virginia, 2 days.

Sche Jackshington, Hont, Virginia, 2 days.

Sche Jackstenan, Wisch, Georgeown, DC, 4 days.

Sche Jackstenan, Wisch, Georgeown, DC, 4 days.

Sche Genturion, Clark, New Haven for Philadelphia, Sche G P Howley, Rackett, Grient, Jack Jackstenan, Wisks, Georgeown, DC, 4 days.

Sche G P Hawley, Rackett, Orient, Li.

John S Rivation, Moult, Albany for Bostom.

John Founisia, Davis, Jabany for Bostom.

John Founisia, Davis, Albany for Bostom.

John Founisia, Davis, Jabany for Bostom.

John Founisia, Davis, Jabany for Bostom.

John Founisia, Davis, John, Port Ewen for Providence.

John Founisia, Davis, John, Port Ewen for Providence.

John Founisia, Davis, Joh BELOW

Birly Mary McRac, from Rio Janeiro—Ry pilot boat J M Waeriogy, No 10.

SAILED.

Stramsleps Vanderbilt, Lefevre, Southampton and Havre English Minutian; ships Aestralia, Manhatten, and Heory Univ. Leverpool.

Wind during the day NW.

Miscellaneous. The steamship Vanderbilt, Capt Lefevre, sailed vesterday for

Somhampten and Havre, with 429 passengers. Of the above 201 were first and 228 second cabin passengers, which is a larger number, with one exception, than has ever before left. these shores in a stramer for Europe.

Birs Cavallo (not Culloma), Washington, from Galveston

with erew sick. She sailed 2ld for destination. whiterswises. See sailed 2nd for destination.

Collision—On Friday, let inst, at 7½ PM, off the Woodlands
the steamer Delawars, Copes, tennes for Philadelphia, came in
contact with pilot bont George Stoors, and curried away his
bowep-1, and store in her bows for three or four feet, which
caused her to leak budly. The damage to the Delaware count
on the ascertained, but it was doubless trifling, as she returned
to Goarantine with the pilot beat in tow, and then proceeded on
her vorage.

Another meeting of the bendence the control of New 1802, beening next, the 2010, for the purpose of severing unser full of water and masts gove; had a wisic bouse. There being

beavy sea at the time and blowing fresh, Capt C could not SCHE EDWARD WOOD, Sears, from Dover, NH, for Philadelphia, put into Holmee' Hole 29th uit, having lost mainsail, flying ilb and sheet anchor on the 28th, off Great Point, Nantucket, during a NE gale.

et, during a NE gale.

STEASEE DECAYUS, from New London for New York, when off Saybrook on Friday broke her shaft, which caused her to leak so badly that the captain run her nahors on Black Point. A steam pump has been sent to her.

LAUNCH-Mesera Webb & Bell, of Greenpoint, were to have launched from their yard, foot of G street, yesterday afternoon, at 4 o'clock, a bark called the Martinho de Mello, which has been built for the Portuguese groups and will be combeen built for the Fortuguese government, and will be com-manded by Capt Giraud. She is 137 feet long, 31½ breadth of beam, and 18 feet hold; has a poop cabin and topgaliant for-castle; has a white oak frame and live oak apron and transom. She was coppered on the stocks, ann has her standing rigging and spars all up. She will draw 8 feet water light, and 15 fee

leaded. Her cost is about \$40,000.

At Roothbay, 25th uit, by Capt Stephen Sargent, a superior schr of 150 tons, called the War Esgle, to be commanded by Capt Freeman Hodgdon, who is a principal owner.

Notices to Mariners.

MIGHT AND FOG SIGNALS TO BECARRIED AND USED BY SEA GOING VISSELS OF FRANCE TO FREVENT COLLISION.

Official notice respecting lights and fog signals which are to be carried and used on and after the 1st day of October next, 1888, by all sea going vessels of France. * to prevent collision, laving been published in Le Moniteur de la Fiotte, the following translation of the decree and the prescribed regulations is published for the information of mariners.

By order of the Lighthouse Beard,
Treasury Department, office Lighthouse Beard, Washington, Sept 20, 1858.

Treasury Department, office Lighthouse Be Sept 20, 1858.

Sept 20, 1888. [Translation.]

Narotzon, by the grace of God and the national will, Emperor of the French, to all present and to come, greeting:

Art I. On and after the let day of October, 1808, sea going vessels will be subjected to the following regulations, the object of which is to prevent cullishers.

To be observed and followed artist times between sunset and

veseis with be subjected to the following regulations, the object of which is to prevent coilisions—

To be observed and followed at all times between sunset and sunrise.

Art 2, Sec 1. Steam vessels, when underway under steam, at sea, in roadsetads, or in ports, will carry the following lights—

At the foremast-head a white light, illuminating 225 of the hortron, visible on each side of the vessel from ahead to two points abaft the beam.

On the slarbord side a green light, illuminating 112 30 of the hortron, visible from ahead to two points abaft the starboard beam.

On the larboard (port) side a red light, illuminating 112 30 of the hortron, visible from ahead to two points abaft the larboard (port) beam.

The side lights are to be fitted with inboard screens, projecting at least three feet forward from the light, so as to prevent the green light from being seen across the port bow, and the red light from being seen across the starboard bow.

Sec 2. Salling vessels and steamers not under steam, when underway under sail, or being towed, at sea, in roadsteads, or in ports, will carry the same lights as are proceedied for steam vessels under steam, except the white light at the foremast head, which will not be shown.

Art 3. Salling pilet vessels will not be subjected to the arrangement and colors of lights prescribed by the preceding article; but they will be distinguished—

By a permanent white light, visible around the whole horizon, hoisted at the mainmast head;

And by a white light, equally visible around the whole horizon, which will be shown for a few minutes once in every quarter of an bour.

Art 4. Sailing vessels, as well as steamers, while anchored in a roadstead, in a channel, or in a line of passing vessels, will carry a white light, equally visible around the whole horizon, placed in the best possible possible forbing seen, but at a height not or ecoding six metres (about 2) feet above the deck.

Art 5. He dishances from which the different lights produced in the preceding articles should be visi

rom some to summe, and kept on deck on the side of the vessel to which they belong according to color, ready to be shown to any approaching vessel.

These hand innerns, when exhibited, must be held so as to show the light to the best advantage, and in suca a manner as to prevent the green light from being seen across the starboard bow.

To insure the certain application of these regulations, the lanterns will be painted the color of the lights to be exhibited from them, and titted to screens of as great length as possible. Besides the acreens to be held fore and aft of the vessels, the following indication will be marked on the back—

Green light.

Green light.

Forward.

Art 8. The lights indicated in the preceding article will not be required to have the range prescribed by article five for the fixed lights.

Art 9. This decree abrogates, on and after the first day of

required to have the range prescribed by arucle are lost fixed lights.

Art 9. This decree abrogates, on and after the first day of October, 1528, the decree of the 17th August, 1852, relating to the exhibition of lights at night by steamers and sailing vessels.

Art 10. Our Minister Secretary of State to the Department of Marine and Colonies is charged with the execution of this decree, which will be inserted in the Bulletin of the Laws.

Done at the Palace of Fontainebleau, May 25, 1858.

NAPAOLEON.

By the Emperor:
The Admiral, Minister Secretary of State to the Department
of Marine and Colomes.

**Secregulations of shullar import for all sea going vessels of
Great Britain and of the Netherlands.

Great Britain and of the Netherlands.

LIGHTS AND FOG SIGNALS TO BE CARRIED AND ETED BY MEA GOING VESSELS OF THE NETHERLANDS TO PREVENT COLLISION.

The following decree respecting lights and fog signal to be carried and used by all sea going vessels of the Netherlands, to prevent collision, has been communicated by the Department of State, and is published for the information of mariners.

By order of the Lighthouse Board.

This in NTON A JENKINS, Secretary.

Treasury Department, office Lighthouse Board, Washington, Sept 20, 1838.

[Translation.]

(Official Journal No 54.1—Decrees of the 28th June, 1858, containing regulations in regard to the lights which vessels at sea are to carry during the high, and the signals which they are to make in foggy weather, in order to prevent collisions, is take the place of the royal decree of the 29th January, 1850 (Official Journal No 3), and that of the 17th March, 1838 (Official Journal No 14).

WILLIA III, by the grace of God, King of the Netherlands, Prince of Orange, Nassau, Grand Duke of Luxembourg, &c.:

On the recommendation of our Minister of Marine, we have degreed and to decree as follows.

William III, by the grace of God, King of the Netherlands, Prince of Orange, Nassau, crand Duke of Lavembourg, Ac:

On the recommendation of our Minister of Marine, we have decreed and to decree as follows.

On and after the lat day of October, 1888, the royal decree of the 28th Annoury, 1870, (Official Journal No 3.), and the royal decree of the 18th March, 1833, (Official Journal No 14), are absorbed and annulled, and from and after that period the following regulations are adopted to their stead.

All seagoing steam vessels when under way under steam shall carry, from sunset to sunrise, the following lights:

1. At the foremasthead a bright white light, on the starboard side a green light, on the port side a red light.

2. The signal lantern at the foremast head is to be of sufficient intensity to be seen on a dark night, but with clear stress-lier, at a distance of at least one and a quarter German mile flow natively miles and catching the compass, and k is to be pleased in such a manner as to be seen ton points of the compass, content and an area of twenty points of the compass, and k is to be pleased in such a manner as to be a rained in such a farboard sport, and of the beam on both sides.

3. The green halt, the beam on both sides.

3. The green halt be beam on both sides.

3. The data and the beam on both sides.

3. The data are to be well are to be arranged in such a manner as to be conside in vessel are to be arranged in such a manner as to be considered as to throw the light from absard of the vessel and the red light on the larboard sport) and the beam on both side.

4. The side lightware to be fitted with inside across, extending a least three feet toward of the hight, from absard of the vessel to two points abaut the beam, on the side on which each signal latter is shall be placed.

4. The side lightware to be fitted with inside across, extending a least three feet toward of the hight, in order that the green light may not be seen across the bow on the port side, nor the red light across the star

distance of al least hair a German mile, two naudical miles, and to show an uniform and uninterrupted light over an are of the horizon of ten points (112.30) treas shows to two points abant the beam on the wise on which the light small be placed.

2. The colored lights are to be places it a fixed position sofar as it may be pussible to do so they give to be after with eventual to the area of the reside projecting at least one metre (three feet about forward from the light, so as to prevent the green fight from being seen across the port bow, and the red light across the starboard bow.

3. When the colored lights cannot be placed in a permanent fixed position (as for example on board of ratal vessels in had weather), they must be kept in signal anterns, constantly lighted, from sunset to sunrise, and placed on deck on the side of the vessel to which they belong, in regard to color, so that they may be instantly shown, and they shall be shown on the approach of one or of several vessels, so as to be seen in the lost possible manner and in time to prevent collision, special care being taken to exhibit the lights so that the green light shall not be seen senses the bow on the port side, nor the red light across the starboard bow.

1 on brox alse All sading vessels at sea, while on their course, shall, in case of fog, when on the starboard tack, blown fog from and when on the port fack ring a bell. These signals are to be made at least once in every five mirrutes.

1 on brox alse All sading vessels at sea, while on their course, shall, in case of fog, when on the starboard tack, blow a fog from and when on the port fack ring a bell. These signals are to show smoother required to the mirrutes are to show smoother required to the mirrutes.

All sea going vessels, that a sea.

All sea going vessels, from sunset to consider the best place for exhalting the light, but not more time are to make the same for exhalting the light, but not more time are on mirra above deck estone 23 feets, a lenteniar lenters, of for the best

as to the nects of piacing and using in the signal lanters.

June 28, 1858.

Whelemen.

Shi from Warren Sept. 30, bark Dolphin, Norle (not Barker), Haard's Isband.

At Honolain July 27, George Howland, Pomeroy, N. H., from Kodisk bound to NZeeland. Capt P writes that the Kedisk Ground had been overdone, about every whale had been struck this year or last. Some 6 shirts had done well, these that were lucky enough to get bold of whales that would not run; atrong these the slorage & Susan had 500 bild. July 1, and was bogued to Bristol Bay. The largest part of the figet at that time averaged from nothing to 800 bils. The what she field the Kodisk June 30, and most of the fielt had sailed for Bristol Bay. Even the statement of the figet at the Kodisk June 30, and most of the fielt had sailed for Bristol Bay Eviror that time.

At Co., Aug 5, Wm Wirt, Osborne, N. R., with 900 bils wh off bils season, which was taken on the Kodisk Ground in 90 days.

Off and on Payta, Aug 28, Second, Cleveland, NR, put in to lark find return to Payta.

At Validi July 6, (by letter from Capt Grooker) William & Cleveland, SR, with 500 bils of oil. Spoke May 9, on New Zealand Ground, Joseph Butter, White, N B, 75 sp since leaving lary of Intender. Bark E Carriage, N B, was refitting at Tabilit. Capt C has simpped 250 bils of by the Awashionks, Tolies, Failmond.

Falmouth.
At do June 3, Aurura, Marshall, of Westport, with 400 bbls sp oil. Reports are at do same day, Awashouks, Tobey, Falmouth, 1,100 sp, bround home—who reports but few ships doing anything on New Zealand.
At do July 19, E C Cowdin, Batley, of Dartmonth, with 650 bbls sp all toid—would sail same day to cruise on the Line and New Zealand.
At Tomber Ang 20, Triton, Dornio, NB, recruiting for a cruise of Shore, oil as before reported.

Spoken—July 1, Off Shore, Morning Light, Norton, do, nothing since leaving Payla.

Foreign Ports.

Homear, Aug 19—In port ships Trimountain, Dudley, and Polar Star, Edwards, unc.

Baiwoo, Sept 17—In port bark Delphos, Gill, for Newport to lead for St Thomas.

Catcures, Aug 9—In port ships Shirley, Allen, to lead for St.

for San Francisco.

CKONSTADT, Sept 11—In portahips Ben Bolt, Laring, for Beaton Idg; George Green, Fairbanks, for NYork do; Klia, Brummond; Canova, Hutchins: Hartford, McKay, and Sebasticook, Chase, for London do; Thirty one States, Smart, une; barks Edisto, Kendrick, for NYork Idg; H T Vennard, Wyman, and Sea Duck, Peakedy, for Liaerpool; T Vennard, Wyman, and Sea Duck, Turks bisands, where she was ashore (before reported) and decided 5 days, but came off without sustaining damage.

damage.

GENGA, Sept 11—In port ships Marshfield, Torrey, and Troy, Hager, nuc; barks Kate Wheeler, Stevens, for Hoston; Marcia, for Lephor; Lucy Frances, Jones, une. SId 4th, brig Clarone, Phinney, sag.

GENEALTAR, Sept 8—At this date the wind was East. Sid 6th, brigs J M Sigogne (Gir). Bonifant (from Trapani), Boston; 7th, Nereus, Atkins (from Boston), Marseilles.

Hong Kono, July 6 (not 5)—Sid ships Siam, White, Manila; 16th (not 16th), Wide Awake, Young, do; Cato, Atwood, Calcutta; 7th (not 16th), N B Palmer, Highman, Shanghae; (not 20th), Cocasawatee, Paxton, Siggapore.

Marshiles, Sept 8—In port ships W S Lindsay, Gray, and Volant, Lunt, for Nyork; Trenton, Groen, for Morleans 1dg; barks Our Union, Kent, for Boston; Stamboul, Kingman, from do arr 1th, Snyyras, HSFisk, Fisk, and Sierra Newdas, Foster, for do (before reported for Nyork) Azof, Simmons, for Sicily; brigs Botsy Ames, Bartlett, and Enterprise, Grindle, foal New York 1dg.

MALAGA, Sept 9—in port barks Emblem, Davis, for Boston next day; Jehu, Staples; Fruiter, Lavender, and Cambridge, Harding, for do; E A Cochran, Noyes, and Gem of the Seav Miller, for Nyork; Valparaiso (Br), for Norleans; brig Ocean Wave, James, for Nyork; and the following foreign vessels for the UStates:—Niska, Mehurst; Nancy Dawson, Staples; Electry, Heppel; Ann McLean, Rich, and Lehurs; Shaw. Cli prev to 9th, brig Pride of the Sea, Burmeister, San Francisco; schr Alarm (Br), Brehan, Nyork.

MAYAGUEZ, PR, Sept 8—In port ships Fakindow, from Milaven, disg, Sid sth, act Mirman, Niage Shaw, Parker, for Hong Kong Ide; Golder State, Hepburn, for do in ballast; Ladoga, Pierce, ekg.

FALEMMO, Sept 13—In port bark Crusoe, Weston, to load for Boston.

PALERMO, Sept 13—In port bark Grusce, Weston, to load for Rotaton.

ROTTERDAM, Sept 11—In port ships Fairfield, Hathaway, for NYork idg; Geean (Brem), Klopper, and Bremerhaven (Brem), for do do; barks Nederland (Dutch), Ruyter, for New Orleans; Beaver (Er), Ring, for Boston.

SINGAFORE, Aug 1—In port ships Catharine, Willey, for NYOrk about ready; Lady Suffelk, Lavender, for China; Emperor, Tibbetta, for do after recoppering; David Brown, Behm, ready, destination unknown; and others as before. Bid July 16, ships Polphin, Hoyt, Padang and Boston; Ziat, Izaak Walton, Warfell, Samarang.

SIERBA LEONE, Aug 22—In port brig Calvert, Willar, from and for Philadelphia; only Am vessel. Bid 19th, brig B Campbell, NYOrk.

FAGUA, Sept 17—Sid brigs C W Ring, NYOrk; 18th, Rolling Wave, do.

SAGUA, Sept 17-Sld brigs C W Ring, NYork; 18th, Rolling Wave, do.
VALPARAISO-The date in yesterday's paper should have been Aug 15, not "July 4." Home Ports.

ALEXANDRIA, Sept 39—Arr schrs John Forsyth, Jones, and James House, Spragg, NYork; Daniel Brown, Heald, Fall River.

ALEXANDRIA, Sept 33—Arr schrs John Forsyth, Jones, and James House, Springg, NYork; Daniel Brown, Heald, Fall River.

ALEANY, Oct 1—Arr schr Belle, Johnson, Oyster Bay; sloops Dispatch, Samis, do; Narchus, Davis, River Head; Industry, Wisson, Red Bank; Edward Brower, Crafts, and Amelia, Wansor, Rockaway. Cld schrs Golden Engle, Kelsey, Washington: Honesty, Appleton, Richmond; John Anderson, Fredericks, Hackensack; Magara, Wisson, NYork.

BOSTON, Oct 1—Arr shipe Magnet thri, Grundell, Manila; Christopher Hall, Freeman, Hussco, Flying Childers, Lathrop, NYork: bark Wynam, Baker, Cape Town, Cell: brigs Emma. Rager, Kelley, Cardenas; Alexander Millken, Fish, and Susan Emily, Davis, Philadelphie: Maxitian, Coth, Elizabethport; Judge Hathaway, Small, Philadelphis; Schra Leo, Percival, Cape Hayden, Harvinger, Gerry, and A KacKensie, Drisco, Georgetown, Du, F. A Hall, Cain, Ella, Packara; J. A Conner, Wilson, Hongland, Philadelphis, Schra Leo, Percival, Georgetown, Du, F. A Hall, Cain, Ella, Packara; J. A Conner, Georgetown, Du, F. A Hall, Cain, Ella, Packara; J. A Conner, State, Philadelphis, Chart, Charles, sellies: Grace Hemmond, Mahoney, Norleans; Cyclone, McLarty, Fernandina, Fla, to load for Barbadoes; schrs Niger, Harding, and Keren Happuch, Kelley, NYork, BANGOR, Sept 30—Below two barks and a brig. Cld schr Tiger, Clark, Grenada. Smith.

BAEER'S LANDING, Oct 1—Sid schr Olivia & Virginia,
Rackett, Port Ewen.
BRISTOIL, Oct 1—Arr schrs M nerva, Winslow, Delawaro
City, Maria Louisa, Cummings, NYork; sloop, Excel, Thompson, Flizabethport.
CAMDEN, Sept 23—Sid schrs Amanda, Gilkey, Norfolk; 28th,
Eleanor, Hosmer, do. old Spring. FALL RIVER, Sept 29-Sid schr U & T Cramer, Huntley, Philadelphia.

30th—Arr schrs Minerva, Winslow, Alexandris; Franklin
Pherce, Higgins, NYork (and sid det t for do); sloop Vigilant,
Heath, Elizabethport. Sid schr Ellen Barnes, Brightman, Al-

Mill—Art schre Minerva, Winslow, Alexandris; Franklin Pierrek, Higgins, Nyork and sid det 1 for doy; sloop Vigilant, Heath, Elizabethport. Sid schr Ellen Barnes, Brightman, Albany.

Get 1—Art schre P Armstrong, Dill, and Maria J Carlion, Shailler, Philadelphia, in port brig Moonlight (of Boston), Small for Philadelphia, in port brig Moonlight (of Boston), Small for Philadelphia, in port brig Moonlight (of Boston), Small for Philadelphia, I fid not sail 2th uit as reported). Prassed up, a large schr. reported to be the H P Simmons, Barrett, from Alexandria for Dighton.

GARDINEL, Sept 23—Art schr George Waitt, Nyork. Sid 2th, schr Only Son, Eastman, Philadelphia, 27th, Saily Badger, Allo Mass. Hollas, Sept 23—P M—Art schre Wills Putnam, Downer, Nyork for Portsmenth; Edward Wood, Sears, Dover, NH, for Philadelphia. Sid brigs Matanzas, B Young; schra J Comecon Philadelphia, Sid brigs Matanzas, B Young; schra J Comecon Philadelphia Sept 25, Ph.—Art schre Wills Putnam, gor, P C Alexander, Colood Hadington, Philadelphia for Bangor, P C Alexander, Colood Hadington, Philadelphia for Bangor, Ballimore for do; J A Ward, Mears, Cheerymalel, Leighton, Ballimore for do; J A Ward, Mears, Cheerymalel, Leighton, Ballimore for do; Ballie Hinekley, and Quickstep, Richardson, Philadelphia for do; Empire, Lovell, Albany for do; Alexandria, Veston, New York for do, Emily & Hannah, Bourne, do for Ipswich, Nancy Mills, Card, do for Dover, NH; Julia & Mary, Fraker, and R B Pitts, Medarty, do for Bangor Harriet, Stanwood, do for Miramichi, Pizarro, Chase, do for Hyannis, Mariha Hall, Taylor, Philadelphia for Salem; Agues, Trowergy, Rondout for do; Elizabeth, Mayo, Elizabethport for Chatham; James Barratt, Davis, Boston for Philadelphia, Sugerior, Rolauson, Vinahaven for Nyork, Sid bark Evelya; brig Kossoth; chra Willis Putnam, Almira Ann, Nancy Mills, Julia & Mary, Fizarro, Kirabeth, and Leonora.

Oct I—Art brig Adeline P Fischer, Fastridge, Stockton, Me, for Rattmore, with foss of foretopasil; schrs D L Sturges, Nacris, Enditment Driv

Adeliza.
In port at 8 AM, wind 8 W, brig A P Fluker; schre Edward
Wood, Henry, Leannel, Harriet, James Rarratt, Seperior,
Jehn Neison (Br), M A Skropahre, I. Audenreid, J Ireland, W
C Ellisson, R W Tull, L. Sturdevant, Benjamin, English,
Oregon, Samuel Nash, Mary & Elizabeth, Caledonia, and Cas-

Origon, Samuel Sasa, Salva Embaculi, Cascollas, and Cillian.

HIGHLAND LIGHT, Oct. I, 10 AM—Passing in, bark Amy, from Palindelphia for lioston; schrs J B Austin, and Richsrel Vaux, do for do. 2 PM—Passing in, brig Chicopec, from Philadelphia for lioston; sloo a bark unknown.

HARTFORD, Sept 29—Arr steamer Sensea, Pelton, NYork; schrs Hartford, Grissold, and Gerirude, Arnold, Elizabethport; A E Bouglas, Buckland, Philadelphia; sloops den Kossuth, Hayden, and Jennie, Bisbop, NYork, Oct. I, schr John R Watson, Kembell, Edizabethport; stoop Samuel Hall, Snow, New York, 48ld Sept 30, steamer M W Chapia, Kellogg, Philadelphia; schr Sarath Reiser, Selser, do, Oct. I, sch. Win H. White, Montgomery, NBrunswick; sloop Gen Kossuth, Hayden, New York.

phia; schr Sarah Seiser, Seiser, do; Oct I, sch Wm H White, Montgemery, MBrunswick; sloop Gen Kossuth, Hayden, New York.

KEV WEST, Sept 16—Arr bark Eglantine, Gleason, MOrtola, Keving Meet, Ish, steamer Cass-Vrisarri, Stokum, N York (and sid 23d for Greytown); pilot boot Nonparell, Dennison, do: 19th, sinp Caricea, Hoffmer, Philadelpha s, ech Mystic Valley, McLeilan, NYork; 2: 28th, bark Cavallo, Washington, Galveston, put in with crew size and sid 23d for NYork); 11st, ship T J Reger, Patten, New York; 28th, steamsthys Granacta, Serryman, Aspinwall; Philadelphia, Harrison, NYork, Sid 13th, brig C H Freet, Beyle, Jacksonville,

MACHIASFORT, Sept 25—Arr brig J W Drisco, Drisco, N York, Sid 21st, schrs N C Harris, Sawyer, and T R Jones, Gatcomb, NYork,

MACHIASFORT, Sept 25—Arr brig J W Drisco, C Canary Islands; Celt, Holmes, for Nyork, schrs New York Packet, Hancrott, for Si Mehaesis, brigs J W Drisco, Drisko, for Canary Islands; Celt, Holmes, for Nyork, schrs New York Packet, Hancrott, for du Union, Libbery, for do; John Shaw, Wallace, une.

MYSTIC, Sept 30—Arr schrs J M Freeman, York, NYork, Oct I, Eliza Potter, Potter, Wilmington, NC; sloop Apollo, Freeman, Nyork, New ORLEANS, Oct 2—Arr day tell ships Consignment, and Arno, Liverpool; John Mayo, Boston; bark Amelia, do.

NEW BUEFORD, Sept 30—Arr schrs Chyp, Davis, Pur Ewen, schrs J Girerson, Harding, and Flysway, Davis, Pur Ryen, Schrs J Girerson, Harding, and Flysway, Davis, Pur Ryen, Schr J Girerson, Harding, and Flysway, Davis, Pur Ryen, Schr J Girerson, Harding, and Flysway, Davis, Pur Ryen, Schr J Greyson, Harding, and Flysway, Davis, Pur Ryen, Schr J Girerson, Harding, and Flysway, Davis, Pur Ryen, Schr J Greyson, Harding, and Flysway, Davis, Pur Ryen, Schr J Greyson, Harding, and Flysway, Davis, Pur Ryen, Schr J Greyson, Harding, and Flysway, Davis, Pur Ryen, Schr J Greyson, Harding, and Flysway, Davis, Pur Ryen, Schr J Glesson, New Buller, Pur Ryen, Schr J Greyson, Harding, and Flysway, Davis, Puliadelphia, New Older, Ryen, Schr J Greyson, Harding, a

Wootten, Dibble, Providence for Geassekie; Compliance, Chase, Medford for Nyork, Maria Pickon, Isker, Rosion for Philadelphia; sloop Wm H Brown, Halberk, Providence for Cossackie.

Oct 1. S AM—Art schr Flight, Huntley, and Ship Carpenters, Fountain, Philadelphia; in port the above vessels; and Others as before. Wind SW, fresh, and thick weather.

PM—Art of the best Sileanor, Hosmor, Camden for Norfolk, Ledy Adams, Davis, Nyork.

NEW HONDON, Sept 20—Art proppllers Oscools, Smith, and Decaur, Geer, Nyork for Norwich, schrs Stjeh, Port Keen for Niedford; Ann Merta, Godfrey, Nyork for Sandwich, Calbed, Bustwick, Elizabethport for Providence; Thos Dennison, Bolles, Nyork.

NEW HAVEN, Oct 1—Art schr Sarah Clarke, Delawaro Chy sloop Southport, Nyork.

NEW HAVEN, Oct 1—Art schr Sarah Clarke, Delawaro Chy sloop Southport, Nyork.

POET1 AND, Sept 30—Art bark Williard, Mitchell, Cadiz; schr S & B Small, Drisko, Philadelphia; atcamer Chesapeake, Crowell, Nyork, Short, Schr Schr, Bellen, Schreiber, Clark, N Vork, Short, S

NOTICE TO MARINERS.
Little Gull, Norwalk Island, and Grent Capitain's Island
Lighthouses, Long Island Sound
The reflector lighting apparatus at the Little Gull IslandLighthouse will, in a few days from this date, he taken down
for the purpose of remodelling the tower so as to receive a lenglight.

lagininous with, in a few cays from this date, be taken down for the purpose of remodelling the tower so as to receive a lens light.

During the time that will be occupied by the operations necessary for the satisfication a composed of four globe lens lights and one sixth order attempts composed of four globe lens lights and one sixth order attempts light. The new light will be a third order catalloptric Fresnel lens, with tigest white light.

About the same time the reflector apparatus at Norwalle Island Lighthouse will be removed and replaced by a fourth order catalloptric Fresnel lens, light of the same character as the present light with regard to colors and revolution; etc., revolving red and white.

At the same time, also, there will be a similar substitution at forest Captain's Island I ighthouse. The new light will light.

At each of the two last named lighthouses there will be exhibited during the interval a single globe lens light.

By order of the Lighthouse loars.

J. ST. C. MORTON,

Engineer Office, Third Lighthouse district, New York, S.